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1. Stavropol is the Chief Administration centre of the Stavropolskiy Kray (Stavropol Territory), the former territory of the Terek Cossacks.
2. For more than one hundred years, in the eighteenth and nineteenth centuries, the Terek and Kuban Cossacks formed the frontier guard defending the territory of the Russian Empire against the aggressive Caucasian tribes or in other words they were the advance guard of the Russian forces conquering the Caucasus. During that time Stavropol was one of the places of first importance, being the main transit camp for the Russian forces and the capital of the Terek Cossacks. After the conquest of the Caucasus the town lost its importance and became an ordinary Administrative centre of a Province.
3. Even the main Caucasian railway from Rostov-on-Don to Baku by-passed Stavropol which was approximately 40 km north of this line.

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25 YEAR RE-REVIEW

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4. After the Revolution of 1917 Stavropol did not regain its importance but, as the former capital of the very exclusive and largely anti-Soviet Terek Cossacks, was always very carefully watched by the Soviet Government. During the mass change of place names Stavropol became Voroshilovsk. When Soviet troops liberated the town from the Germans an official communique was issued: "after heavy fighting our victorious troops liberated the town of Stavropol". From that day of 1943, without any decree of the Supreme Soviet, Stavropol regained its old name.
5. The Stavropol territory covers a vast area extending in the west to the Rostov and Krasnodar Provinces and in the north and the east to the Astrakhan Province. In a comparatively short sector north of the river Terek the eastern border of the territory runs along the Caspian Sea coast. In the south the Stavropol territory approaches the Caucasus mountains.
6. From the geographical viewpoint the Stavropol territory is divided into two areas: the north-eastern flat and steppe country and the south-western undulated or mountainous.
7. The Stavropol Territory belongs chiefly to the systems of the rivers Kuban and Terek. Unfortunately both these rivers flow rather along the borders of the territory and except in the southern area, the bulk of the Stavropol Territory suffers from lack of water and needs artificial irrigation.
8. Most of the small rivers and streams dry up during the summer causing considerable losses every year among the livestock bred in the extensive pastures.
9. The problem of irrigation has already been partly solved by the construction of the Manyshskiy Canal connecting the river Don through lake Bolshoy Manych with the northern part of the Stavropol territory.
10. Another important canal was constructed in the South during the period 1946-50, the Nyevinno-mysskiy Canal, connecting the river Kuban with lake Sengileyskoye situated approximately 15 km west of Stavropol. In charge of the construction of this canal was Engineer Boshkin, who is a very average technician but energetic and a good organiser. At present Boshkin is entrusted with the construction of the south Ukrainian canal.
11. the Nyevinno-mysskiy Canal is approximately 250(?) km long and the reason for such a length is that there is extremely difficult country (rocks and mountains) between the river Kuban and lake Sengileyskoye. The lake itself is situated in a deep valley surrounded by mountains reaching approximately 400 metres above the lake level.
12. The main purpose in constructing the Nyevinno-mysskiy Canal was to irrigate the Stavropol area and to save the lives of thousands of head of livestock. Stavropol itself, was finally supplied with an adequate quantity of water. Moreover a powerful Hydro-Electric plant was built somewhere between Stavropol and Nyevinno-myssk which supplies the Stavropol area with electricity. The Stavropol Hydro-Electric Plant commenced work on 1 May 50.
13. The climate of the Stavropol territory is similar to that of the other provinces of the Northern Caucasus. There are dry and hot summers, short and rainy springs, rainy autumns and severe and snowy winters. The real plague of the Stavropol territory as well as of the other parts of the Kuban and Don basins and the Caspian coast is the notorious north-east wind blowing from Siberia and Kazakhstan. Approximately every three weeks all the year round the severe north-east wind blows uninterruptedly for five to seven days at a stretch. These winds affect also the Black Sea Coast, in particular the Taman Peninsula and the town of Novorossiysk. In summer the north-east winds cause heavy sand storms and Militiamen, railwaymen and members of other services in the Novorossiysk area always wear protective glasses while on duty. In winter the wind affects the vegetation and causes numerous cases of nervous break-down amongst the population.
14. The vegetation of the territory except in the south is for the most part typical of the steppe country; there are large areas of pasture land and very few woods.
15. The stavropol Province has very little industry and is a purely agricultural country.
16. The industry in the Province is almost entirely connected with agriculture. In Stavropol itself only one large enterprise, the Myekhanicheskiy Zavod, which manufactures various types of machinery, chiefly agricultural equipment.

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17. The Stavropol territory belongs to the northern Caucasus railway system. The main line Rostov-Baku runs through the southern area of the territory. The other parts of the territory are connected with the Rostov-Baku railway by the line Kropotkin (Kavkazskaya) - Divnoye with branches Mikhailovskoye - Stavropol and Pyetrovskoye-Blagodatnoye. Another main line branch runs from Georgyevsk to Budennovsk. All these branches are rather secondary lines of limited track capacity. The Astrakhan-Kizlyar-Grozniy railway does not exercise any direct influence on the economic development of the Stavropol Province. 25X1
18. [redacted] There is a branch line which was under construction, leading from Stavropol to Nyevinnomyssk, which has been abandoned. This branch was apparently planned by the Czarist Government. The track-bed and bridges were already constructed and then further work was abandoned. At present the track bed is covered by grass and all bridges were blown-up, probably during the civil war. [redacted] 25X1
19. The southern area of the Stavropol territory connects with the main line Rostov-Baku by several local branches running from Prokhladnaya and Nyevinnomyssk.
20. Most roads in the Stavropol territory are earth tracks. Owing to the dry weather and to a hard rocky surface, these earth tracks are, in the summer period, good for any type of motor transport. During the winter and during the muddy spring, motor vehicles cease to operate.
21. The great majority of the population of the Stavropol territory is Russian. There is a considerable percentage of Cherkysy who live chiefly in their native area in the northern part of the Caucasus mountains.
22. The Russian population consists of the natives: Terek Cossacks in the villages, in the towns the so-called "Mogorodniye" (non-Cossack native Russian town population), and the new settlers.
23. During the collectivisation the Terek Cossacks, for the greater part anti-Communists, were treated in exactly the same way as the Kuban Cossacks: a number of them were shot or deported to Siberia and many villages were completely destroyed by the NKVD troops. But the Stavropol Province was not so attractive to the new settlers from Central Russia as the Kuban Cossacks' territory. Therefore, when the Kuban territory was flooded by the masses of newcomers from Leningrad, Moscow and other central provinces, the Terek Cossacks remained in the majority in their villages and a comparatively small number of the newcomers were settled in the towns.
24. During World War II the Russian and Cherkysy population of the Stavropol Territory remained in general anti-Communist but at the same time they were pro-Russian and anti-German. In other words the Russians were loyal to Russia and the Cherkysy realised that being a very small tribe, they had no alternative but to be loyal to the Moscow Government. Therefore, when the Kalmyks and Checheno-Ingushes were severely punished for their pro-German sympathies, the Terek Cossacks and Cherkysy survived and the town of Voroshilovsk disappeared from the maps of the Soviet Union and Stavropol regained its old name.
25. In spite of their loyalty during the war, the Moscow Government does not trust the inhabitants of the Stavropol Territory. The Stavropol Territory has no industry and new investments are made more with regard to the geographical situation of the Stavropol territory between the two industrial areas, Stalingrad and Grozniy, than for the benefit of the Stavropol population.
26. The Cherkysy are properly supervised by the Soviets and the administrative organization of their territory prevents any possibility of political emancipation.
27. The Stavropol territory consists of the Stavropol Province and of the autonomous Cherkysy Province. There are approximately 40 regions in the Stavropol territory.
28. The Autonomous Cherkysy Province occupies the southern part of the territory bordering on the Georgian Republic. There is the area of the famous Caucasian spas such as Mineralniye Vody, Pyatigorsk, Kislovodsk, Essentuki and others. The Capital of Cherkysy Province is the town of Cherkysk.
29. The Soviet Government excluded all these towns except Cherkysk from the Cherkysy Province and made them self-governing regions subordinated directly to the Territory Party Committee at Stavropol. In other words the only riches of Cherkysy Province, the spas, were taken away from the native population.

30. The Stavropol territory is governed by the Territorial Soviet (Krayevoy Sovyet) headed by the Territorial Executive Committee (Krayispolkom). To the Krayevoy Soyvet are subordinated all administrative institutions of the Stavropol and Autonomous Cherkysess provinces. The Territorial Soviet is at the same time the Provincial Soviet of Stavropol Province. Cherkysess Province has its own Soviet.
31. The Territorial Executive Committee consists almost entirely of Russians and is headed by the Secretary of the Executive Committee, Ivan Pavlovich Boytsov, approximately 50 years old, Member of the Central Executive Committee of the VKP (b) and Member of the Supreme Soviet of the USSR, Hero of the Civil War.
32. The Territorial MGB HQ at Stavropol is responsible for the security of the whole Stavropol territory. The Cherkysess Province MGB is subordinated to the Stavropol HQ.
33. The Cherkysess Provincial Soviet as well as the other Party and Government institutions of the Autonomous Cherkysess Province consist in a great majority of Cherkyesi but Russian supervisors are everywhere employed as deputy chairmen or secretaries.
34. In the Provincial Soviet itself the deputy chairman is Russian. Three Cherkysess members of the Provincial Soviet are members of the Supreme Soviet of the USSR. They are allowed to interfere in some small affairs, they could write directly to Moscow but in fact they are highly respected and almost completely powerless. In all matters concerning the political and social problems of Cherkysess Province, Moscow and the Stavropol Territorial Executive Committee have the last word.
35. In general the Cherkyesi are a poor and backward tribe. They are good soldiers and horsemen, they are intelligent and quickly adapt themselves to modern education and the new way of life. They are Moslems and even the younger generation brought up in the towns among the Russian population are not indifferent to religious matters. There are many cases where even the Communists visit the mosques unofficially.
36. They like old stories and traditions of their national heroes but prefer the Russian way of life to their poor villages in the mountains. The percentage of mixed Russo-Cherkysess marriages is comparatively small.
37. [] the number of inhabitants of Stavropol to be approximately 80,000, almost 25X1 entirely Russians. The town itself is situated in the undulated and partly mountainous country. Stavropol town is situated in the sandstone area suffering from lack of timber, therefore the town is built almost entirely of stone and bricks. As in a great number of Russian towns the streets are very long and straight and the general tendency is to build the town in regular blocks.
38. A steep and deep canyon divides the town into two parts, the town centre and the railway station being on the southern side of the canyon. The railway branch from Mikhailovssokye runs across difficult terrain and has several very sharp curves within the town. The railway station is situated on the eastern outskirts of the town.
39. The Voroshilov Prospekt, a well-built macadam road, runs from the station to the town centre. The station itself is situated in open country and the built-up area begins approximately 600 metres west of the station along the Voroshilov Prospekt. At its western end the Voroshilov Prospekt joins the macadam road running north-south from the General Apanasyenko memorial to Lenin Street along the Public Park.
40. Lenin Street running east-west and cobbles with "bulyzhnik" is the main street of Stavropol. All other streets also have a "bulyzhnik" surface and stone pavements. Only some of the smaller streets in the outskirts of the town are unpaved.
41. There are very few trees and flowers in Stavropol because of the constant north-east winds. A large wood of coniferous trees extends from the western side of the town.
42. The water supply comes from the Nyevinnomysskiy Canal and the electricity is supplied by the new Hydro-Electric plant. 25X1
43. There is no sewage system in the town, not even in the new modern buildings. []

[] Therefore even "the House of Scientists", built in 1949-50 on the main square in Stavropol, was provided with a "Kommunalnaya ubornaya" - a wooden hut outside the building.

SECRET/SECURITY INFORMATION

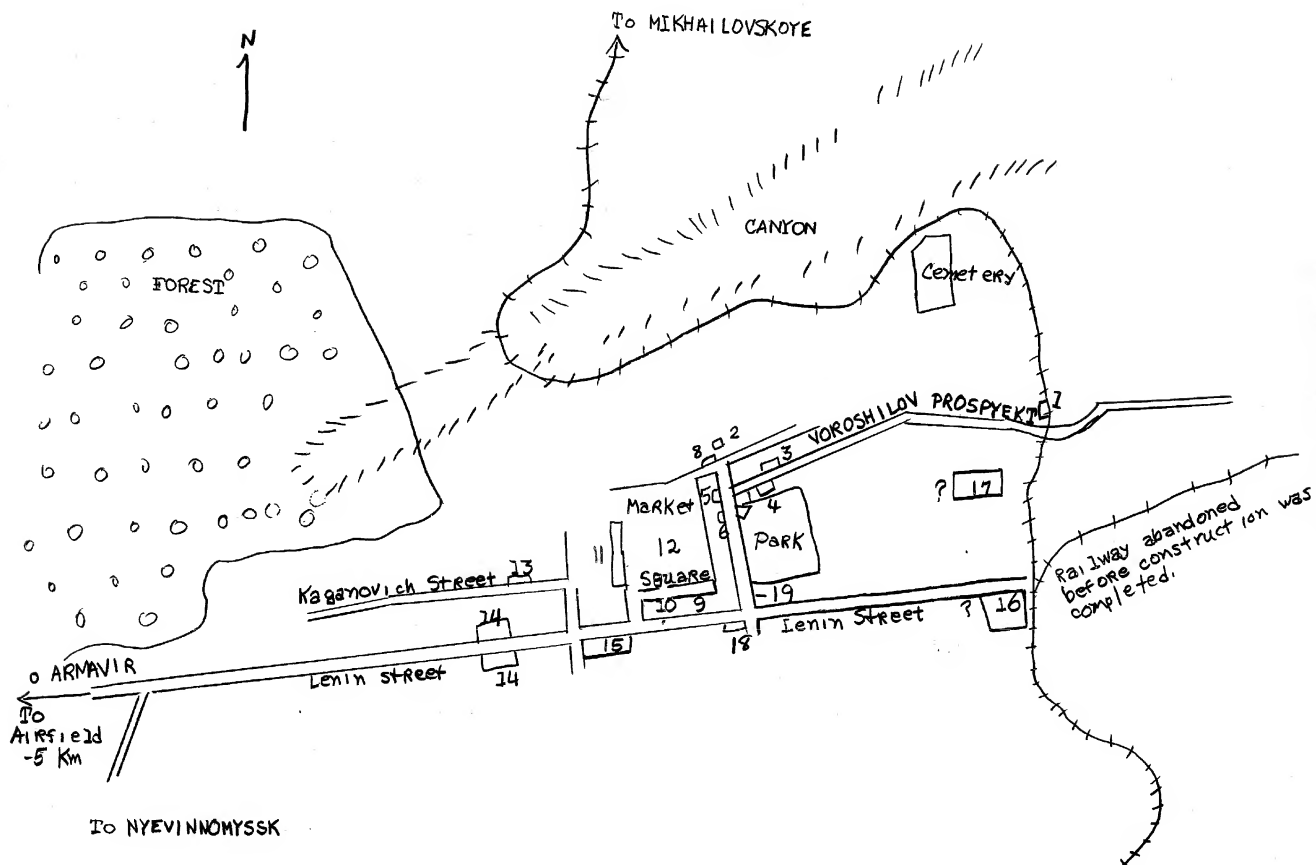
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44. In general Stavropol with its brick and white sandstone houses gives the impression of a clean and pleasant town.
45. The Government and Party offices are concentrated in the western sector of the Voroshilov Prospekt and in the adjacent streets.
46. The Territorial Soviet and the Party Executive Committee are located on the Voroshilov Prospekt, the first in a three-story brick building, the latter in a two-story white stone house. Next to the Party Executive Committee is a large brick house of the Territorial MGB HQ. The Town Council and Town Party Committee are in the vicinity of the Col Gen Apanasyenko Memorial. (Gen Apanasyenko a Terek Cossack and Former GOC Central Asiatic Military District was killed in action in 1943. The memorial stands on top of a hill).
47. The HQ 4 Independent Kuban Cossack Div is located in a two-story stone building at No 13 Kaganovich Street parallel to Lenin Street. The 9 and 42 Cavalry Regts are located in Lenin Street.
48. The State Bank is also located on Lenin Street and, somewhere at the eastern end of Lenin St, is the Frunze Mechanical Factory. During World War II the Frunze Factory produced bombs for the Air Force. This is probably the only large industrial enterprise in Stavropol.
49. North of the Frunze Factory near the railway station a large POL Dump is located. There are a number of large and smaller tanks, some of them underground. The POL Dump was the first objective bombed by the Germans in 1942.
50. Stavropol is also an Educational Centre of the Territory. There are the Medical Institute (normally five years training), the Pedagogical Institute and the School in the large building of the former Dukhovnaya Syeminaria.
51. The main west-east transit road runs along Lenin Street (the width of the street is sufficient for three army type lorries abreast) to the State Bank, then to the north along the Voroshilov Prospekt to the railway station. Also for west-east traffic one could use Kaganovich Street (cobbled) and Lenin Street to the eastern end, then to the north to the station by the earth track. There are no good roads running north-south because of the deep canyon north of the town center.
52. The Stavropol Airfield is situated approximately four to five km west of the end of Lenin Street along the Armavir road. The airfield, well equipped, is located along the southern side of the road. North of the road extends a large field, used during World War II as an emergency landing ground.
53. This field makes an ideal landing ground in summer and also in winter provided the snow is not too deep. two to three divisions could easily land there. 25X1
54. The Armavir road between the town and the Airfield is cobbled and good for motor transport all the year round. Further to the west there is an ordinary earth steppe "trakt".

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ENCLOSURE (A): Sketch of the Stavropol center of town with Legend.

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ENCLOSURE (A)

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ENCLOSURE (A)

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LEGEND

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- #1..... Station
- #2..... Gen Apanasyenko Memorial
- #3..... Territorial Party Committee
- #4..... Territorial Party Executive Committee
- #5..... Territorial Prosecutor's Office
- #6..... Officers' Club
- #7..... Territorial MGB Hq
- #8..... Town Council and Town Party Committee
- #9..... Stavropolskoye Suvorovskoye Uchilishche (Stavropol Cadets' College)
- #10..... Stavropol Medical Institute
- #11..... Pedagogical Institute and Institute for Foreign Languages
- #12..... New constructions: a College; House of Scientists; one building belonging
to the MVD
- #13..... HQ 4 Indep Cavalry Division
- #14..... 9 Cavalry Regt Barracks
- #15..... 42 Cavalry Regt Barracks
- #16..... The Frunze Mechanical Factory (Approximate situation)
- #17..... POL Dump (Nyeftbaza) (Approximate situation)
- #18..... State Bank
- #19..... Town Baths

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